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**Question 75, Reference ATPD, Paragraph # C.2.4.3.3.3**

Title: None

**Statement:** Past precedence with respect to the SAR and HHAR deliverables was that, when final approval had been received from the Government with respect to changes submitted by the contractor to Government comments from first draft submittals, the SAR and HHAR were considered to be "closed" by the Government, and the CDRL(s) were considered to have been satisfied.

The current requirement would have the effect of making the SAR and HHAR "continuously open" documents, which never have closure. This is perceived to be an overly onerous burden for the contractor which could elevate costs of the deliverables significantly for little additional benefit. Currently, the Configuration Management process has a safety signoff, so that every engineering change proposed after submittal of the second SAR and HHAR deliverables (as indicated above for past precedence) continues the safety and health hazard evaluation process thereafter; and this process have been viewed by the Government in the past to be effective and cost efficient.

**Question 75:** What method of closure for the SAR & HHAR does the Government plan to use?

**Answer 75:** *There is no actual closure to either document that we are aware of.*

**Question 94, Reference ATPD, Page 40**

**Paragraph # 4.4.1.2**

Title: Quality Conformance Inspection

**Statement:**

Paragraph 4.4.1.1 requires a "roller test" for a minimum of 3 miles.

**Paragraph 4.4.1.2 requires a "track/route" test for a minimum of 12 miles.**

**Question 94:**

If roller test miles are increased, can track/route test miles be reduced by a corresponding amount?

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**Answer 94:** *No, the tests serve different purposes.*

**Question 95, Reference ATPD, Paragraph # 4.7.10**

Title: Brake Check/Certification

**Statement:**

This paragraph states: "Certification shall include brake release time with fording kit."

**Question 95:**

Will the Government provide drawings and details of the referenced fording kit?

**Answer 95:** *The specification will be revised to remove the reference to fording kit in the final RFP.*

**Question 96, Reference ATPD, Page 45**

**Paragraph # 4.7.10.1**

Title: Quality Conformance Inspection

**Statement:**

This paragraph, referenced in the Quality Conformance Inspection (QCI), states that inspections are to be done on all production vehicles. Service brakes shall be tested for the ability to control and hold the vehicle at GVW, on maximum specified grade in ascending and descending positions. This is normally done as a Control Test item.

**Question 96:**

Is this brake test required on all vehicles or can it be changed to a Control Test requirement?

**Answer 96:** *Brake testing is to be conducted as stated.*

**Question 97, Reference ATPD, Page 45**

**Paragraph # 4.7.10.2**

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Title: Conformance Inspection

**Statement:**

This paragraph, referenced in the Quality Conformance Inspection (QCI), states that inspections are to be done on all production vehicles. A vehicle shall be tested on a specified slope, in both an upgrade and down grade position, with parking brake set. This is normally done as a Control Test item.

**Question 97:**

Is this brake test required on all vehicles or can it be changed to a Control Test requirement?

**Answer 97:** *Brake testing is to be conducted as required.*

**Question 100, Reference ATPD, Page 78**

**Paragraph # C.3.1.2.2.2**

Title: Power Distribution Panel

**Statement:**

The expansible van body shall be equipped with an interior mounted power distribution panel. The panel shall provide at least the following:

- A. Main power on-off control main circuit breaker(s) (24 volt & 110/220).
- B. Individual circuit breakers for:...
- C. Capability to direct wire equipment into the distribution box space for a minimum of six additional 20 amp circuit breakers (110/220 volt).

The individual parts that make up this requirement are not specified in the TDP. In Electrical Assembly (12441813) there is no mention of the external power inlet/outlet for the 110/208 volt as the LMTV van has, the breaker box is not called out, as well as the individual circuit breakers.

**Question 100A:**

Are these individual parts going to be called out properly in an updated version of the Electrical Assembly print (12441813)?

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**Revised Answer 100A:** *The TDP will be revised to reflect the missing components and any ancillary down parts. This may result in a revision to the Electrical Assembly print (12441813), the introduction of a new assembly drawing or both.*

**Question 100B:**

If no TDP update is to be provided, are the contractors required to develop a system to meet the ATPD requirement?

**Answer 100B:** *N/A*

**Question 123, Reference Draft RFP Section C, Paragraph # C.2.5.3.3**

Title: FPVI

**Statement:**

Currently the RFP states that the Government will provide one Phase I MTV Cargo w/MHE to the contractor within 60 days after contract award. It also states that the WSMR testing of this truck is to start 120 days after contract award.

As you can appreciate, there is a significant difference in the time available to prep this truck for WSMR if it is returned 1 DAC vs. 60 DAC. Shipping a truck from ATC should not take 60 days.

**Question 123:**

Can the delivery to WSMR be tied to the date the truck is returned (i.e., 120 days after receipt of the truck from the Government) rather than 120 days after contract award?

**Answer 123:** *The Government is confident that the plan can be executed as set forth in the contract.*

**Question 125, Reference Draft RFP Section C, Paragraph # C.2.5.11.3**

Title: Component First Article Test Plan

**Statement:**

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Paragraph C.2.5.11.3 requires that CFAT shall be completed 30 days prior to the start of PVT.

**Question 125:**

Since there are four separate model specific PVT periods, are there four separate model specific CFAT periods that correlate to the model specific parts and their respective PVT periods?

**Answer 125:** *Yes*

**Question 126, Reference Draft RFP Section C, Paragraph # C.2.5.16.3**

Title: Physical Configuration Audit

**Statement:**

C.2.5.16.1 "The PCA shall be based on each ECP."

C.2.5.16.3 "The Contractor shall submit a comprehensive list of all current drawings which are contained in the TDP and which are representative of the configuration being audited. The list shall be provided to the Government 90 days before the start of the PCA. The Government will select a sample of parts from each increment as delineated in the Government- approved Configuration Audit Plan."

Per C.2.5.16.1, Physical Configuration audits shall be based on each ECP. Paragraph C.2.5.16.3 requires the contractor to provide a "comprehensive list of all current drawings which are contained in the TPD and which are representative of the configuration being audited."

**Question 126A:**

If a PCA is based on an ECP, should the contactor only be responsible for providing a list of changed /new drawings affected by that ECP?

**Answer 126A:** *Yes*

**Question 126B:**

If the contactor is required to provide a list of all current drawings in the TDP, can the Government provide the contractors a list of drawings from the May 2002 TDP that are subject to a PCA?

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**Answer 126B:** *See answer above.*

**Question 128, Reference Draft RFP Section C, Paragraph # C.2.7.8b**

Title: Provisioning Program

**Statement:**

Para C 2.7.8 (b) states that Provisioning will be maintained to a baseline representative of each change.

The copies of the two PMR computer file copies that we have are dated June of 2000 for Provisioning Contract Control Number (PCCN): CFMTV and CFMTM .

**Question 128A:**

Can we expect updated PMR copies with the final RFP by August 2002 for PCCN: CFMTV,CFMTM and the trailers?

**Answer 128A:**

*Yes, we can provide these with the Final RFP.*

**Question 128B:** Which of the top 21 STS ECPs have been incorporated into the PMRs?

*Answer 128B: The effort to provision the 21 STS ECPs is in process, so the number incorporated into the PMR is in the process of changing. In order to provide a snapshot at this time, a list of those which have had documentation prepared is being provided, although not all these have actually been input to the PMR yet.*

**Question 143, Reference ATTACHMENT 2 – DRAWING 12414750**

Title: Cab Body Standard

**Statement:**

There are a number of interface points depicted on the cab body standard drawing P/N 12414750 that need clarification. To aid in process of identifying the feature in question,

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each item will be referred to by 12414750 sheet number, zone on drawing and specific item. If appropriate, the reference approved ECP will also be cited.

**Item A:** (12414750 Sheet 14 Zone C6 / Sheet 15 Zone D3)

There are six weld nuts attached to the inside edge of the outer longitudinal beam of the cab floor. The size noted on Sheet 14 Zone C6 and Sheet 15 Zone D3 states that the required size is M6-1.0. If you refer to the cab step installation drawing P/N 12378605 Sheet 2 Zone G6-G7 and Sheet 3 Zone E2, it states that a 12414419-092/94 is to be installed in these holes. The size of 12414419—092/094 corresponds to a M8-1.25x20/30 mm long.

**Question 143A:**

Will the cab body standard drawing 12414750 be revised to reflect the correct size fastener required to mount the step to the cab shell M8-1.25 not M6-1.00?

**Answer 143A:** *Yes, 12414750 requires revision. The correct size fastener is M8-1.25. Additionally, there are 4 more on sheet 9 at zones B6 and H6 (2 each).*

**Item B:** (12414750 Sheet 14 Zone C4)

There are two M6-1.00 weld nuts installed just aft of the lower anchor point of the rear cab-boarding handle on the passenger side just aft of the door opening. The holes and interface provisions are not shown on Section J-J, but were present on the baseline cab shells received.

**Question 143B:**

What is the purpose of these two weld nuts and if there are none, can they be eliminated?

**Answer 143B:** *The two weld nuts can be eliminated. They are not on the engineering drawing and not part of the TDP.*

**Item C:** (12414750 Sheet 14 Zone D4)

There are two M5-0.8 weld nuts located slightly above and in line with the forward edge of the fixed rear window on the passenger side of the cab. These also were not depicted on the cab body standard drawing in Section J-J, but were present on the baseline cabs received.

**Question 143C:**

What is the purpose of these two weld nuts and if there are none, can they be eliminated?

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**Answer 143C:** *The two weld nuts can be eliminated. They were for the jack handle stowage clip that was never used. They are not on the engineering drawing and not part of the TDP.*

**Item D:** (12414750 Sheet 14 Zone D3)

There is a series of holes located beneath the fixed window on the passenger side of the cab that are used to secure a plastic panel (ref 12428338) to cover the opening adjacent to the stowage box. Most of these holes are also used to attach a support angle on the side of the digitization rack (ref 12422685) defined by Kit 57K2012/ECP SSS-U5772 (Rev L) on this sheet of the drawing. The digitization rack attaches to three of these holes even though only two weld nuts are required by this drawing.

**Question 143D:**

Is this an error and the intent was to have weld nuts installed in all three positions or was the intent to have two weld nuts and one riv-nut (12419169-005) installed in the rear position?

Please define which configuration is required to be provided since no drawings are available of the cab shell other than 12414750 in the TDP.

**Answer 143D:** *The digitization does, in fact, require all three holes and the installation drawing should have shown them converted from rivet clearance holes to M6x1 weld nuts. The TDP will be revised to reflect this, as well as increasing the screw hardware by one and reducing the rivet hardware by a like amount on the installation drawing.*

**Item E:** (12414750 Sheet 15 Zone E5-E6)

There are two M8-1.25 weld nuts provided approximately 3 inches up from the lower edge of the fixed rear window opening on the driver's side of the cab shell. The holes where the weld nuts are located are visible in Section K-K of 12414750. The weld nuts are present on the baseline cabs, but are not specifically defined on the cab body standard drawing.

**Question 143E:**

What is the purpose of these two weld nuts and if there are none, can they be eliminated?

**Answer 143E:** *The two weld nuts can be eliminated. They are not called out on the engineering drawing and not part of the TDP.*



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**Question 145, Reference ATTACHMENT 21, Page 40**

**Paragraph # 4.4.1.1**

Title: Quality Conformance Inspection

**Statement:**

The vehicle shall be checked for reverse operation.

**Question 145:**

Can reverse operation be tested during track/route testing rather than during the roller test?

**Answer 145:** *No.*

**Question 172, Reference Draft RFP C.2.5.8.5**

While not strictly stated here, please clarify that the liability is limited to the vehicles produced under this contract only.

**Answer 172:** *Liability is limited to the vehicles produced under the contract.*

**Question 184, Reference Draft RFP H.9.4.4.3**

H.9.4.4.3 indicates that any deficiencies found in FPT will be assumed to exist in all vehicles and will be corrected at the contractor's cost. Please clarify that the liability is limited to the vehicles produced under this contract only.

**Answer 184:** *Liability is limited to the vehicles produced under the contract.*

**Question 193, Reference Draft RFP L.4.1**

The Contract Price Volume shall include data to support the realism and reasonableness of the proposed amounts.

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Does the Government intend to use “*price analysis*” or “*cost analysis*” (as those terms are defined in FAR 15.404.1) to evaluate realism and reasonableness?

**Answer 193:** We will use both methods, depending on the CLIN, as appropriate under the circumstances. Please refer to RFP section M.7.2.5 for clarification.

**Question 196, Reference Draft RFP M**

Please clarify where/how the results of the User Jury that will take place during Phase I testing will be used in this evaluation.

**Answer 196:** *The main purpose of the Soldier Survey (User Demonstration) is to verify to the User that there are negligible operational impacts resulting from the proposed changes (Contractor and Government directed) to the truck. The results will be used to determine if an Operational Test will be required during Phase II.*

*Should a condition exist where a change has been made that adversely impacts operational capability the findings will be provided to the Offeror for corrective action.*

**Question 248: Reference ATPD, Page 79, Paragraph # C.3.1.5.4**

**Title:** Cold Conditions

**Statement:** “For outside temperatures less than -25°F to -50°F, an internal temperature of at least 60°F shall be obtainable and maintainable within 60 minutes after the heater is turned on. A kit is allowable to meet this requirement.”

**Question 248A:** Has there been any evaluation to confirm that the baseline heater for the Expansible Van either meets or does not meet this requirement?

**Answer 248A:** *Yes, the report will be provided under separate cover to the Offerors. Two additional GFE heaters were used to meet the minus 50 degree F requirement.*

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**Question 248B:** If testing has been performed, will the competitors be provided a copy of the test results for review? If so, when would this be made available?

**Answer 248B:** *See Answer 248A.*

**Question 248C:** If the baseline heater cannot meet this performance requirement, is there an existing kit that is to be used with the Expansible Van and if so, will details be provided?

**Answer 248C:** *N/A*

**Question 248D:** If no information is provided about this kit, are the contractors responsible to develop a kit to meet the Cold Condition requirement?

**Answer 248D:** *If there are additional future requirements, they will be addressed through the STS contract.*

**Question 266, Reference Draft RFP, Paragraph # C.3.5.1**

Title: Technical Manual – STS

**Statement:** Para C.3.5.1 states that updates to the Technical Manuals resulting from Government furnished ECPs will be accomplished through the work directive.

**Question 266A:** How many DAC will the Government issue work directives for Government furnished ECPs?

**Answer 266A:** *The plan is for a work directive to be issued at the time of contract award for Government furnished ECPs, any needed corrections, Expansible Van, and possibly LHS, to be added into the manuals to support fielding.*

**Question 266B:**

When will the existing STS contract end?

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**Answer 266B:** *The period of performance for the final Option Year continues through 31 July 03.*

**Question 271, Reference Draft RFP, Paragraph # E.9**

Title: Care and Storage of Conditionally and Finally Accepted Vehicles Prior to Shipment

**Statement:**

Paragraph E.9 sentence number one states: “.....the Contractor shall be responsible for the care and storage of all vehicles until shipment by the Government for a period of up to 180 days.”

**Question 271:**

What procedures are to be followed if vehicle(s) are stored beyond 180 days?

**Answer 271:** *Care and storage shall be IAW CDRL A083.*

**Question 280, Reference ATPD, Paragraph # 3.4.5.2**

Title: Wheels, Tires, and Rims

**Statement:**

The tire/Wheel must be capable of accepting an inner tube for arctic operations and shall maintain sufficient clearance to accept military style tire chains. Use of an inner tube will require removal of the TDP beadlock and TDP CTIS connections.

This will not allow the tire to be operated at low pressures that may be necessary to traverse snow covered terrain. Also, the self inflate features of CTIS will be lost. Low pressure operation without beadlocks may result in the tire slipping on the rim, which would damage the inner tube valve stem. Severe personal injury could occur if wheel is disassembled without deflating the inner tube.

The CTIS system with beadlocks negates the need for an inner tube in arctic conditions. The wheel assembly is not safe to use with an inner tube, and a statement to that effect is stamped on the TDP wheels, per FMVSS 120 and SAE J179.

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**Question 280A:**

Can the inner tube requirement be removed?

**Answer 280A:** *The inner tube requirement will be removed from the revised specification.*

**Question 280B:**

If the inner tube requirement remain, can rationale be provided for using an inner tube?

**Answer 280B:** *N/A. See response to 280A above.*

**Question 281, Reference ATPD, Page 22**

**Paragraph # 3.4.8**

Title: Bumpers and Towing Devices

**Question 281A:**

What are the outline dimensions of the M198 Howitzer in a transport mode from the pintle to approximately 5 ft. back, and the dimension from the pintle to the axle centerline?

**Answer 281A:** *The dimensions in question are not readily available within this command. A request has been submitted to the item manager and a CD of the top level envelope drawings will be delivered shortly. Upon receipt, this information will be made available to the Offerors.*

**Question 281B:**

Can drawings of the M198 Howitzer undercarriage be provided (tongue to axle)?

**Answer 281B:** *The CD requested in 218A above is expected to contain the requested undercarriage drawings (At least at top level).*

**Question 302, Reference Draft RFP, Paragraph # I-16 and I-18**

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Title: Price reduction For Defective Cost or Pricing Data and Subcontractor Cost or Pricing Data

**Statement:** The RFP incorporates FAR 5.215-10, Price Reduction for Defective Cost or Pricing Data (OCT 97) and FAR 5.215-12, Subcontractor Cost or Pricing Data (OCT 97). FAR 15.403-1 provides in part, "The contracting officer shall not require submission of cost or pricing data to support any action (contracts, subcontracts, or modifications)...[w]hen the contracting officer determines that prices agreed upon are based on adequate price competition..."

**Question 302:** Does the Government agree that the FMTV acquisition involves adequate price competition, and if so, should not the clauses cited above be removed from the RFP?

**Answer 302:** *The clause will not be removed until adequate Price Competition has been determined. It may be removed for the model contracts at a later date.*

**Question 303, Reference Draft RFP, Paragraph # I-51, I-52 and I-53**

Title: Cost Accounting Standards, Disclosure and Consistency of Cost Accounting Practices, Administration of Cost Accounting Standards

**Statement:** The RFP incorporates FAR 52.230-2, 3, and 6, which deal with the application of the Cost Accounting Standards to the contract. CASB 9903.201-1, "CAS Applicability", provides in part: "The following categories of contracts and subcontracts are exempt from all CAS requirements:...(15) Firm-fixed-price contract and subcontracts awarded on the basis of adequate price competition without submission of cost or pricing data."

**Question 303:** Does the Government agree that the FMTV contract will be awarded on the basis of adequate price competition and, if so, should not the clauses cited above be removed from the RFP?

**Answer 303:** *We anticipate that the contract will be competitively awarded. The contract will use, in addition to the Firm-Fixed-Price contract type, the Cost-Plus-Fixed-Fee and Cost-Reimbursement contract types (for System Technical Support and for the reimbursement of Federal Retail Excise Tax). Accordingly, FAR 52.230-2, and 52.230-6 will remain in the solicitation and resulting contract. The application of FAR 52.230-3*

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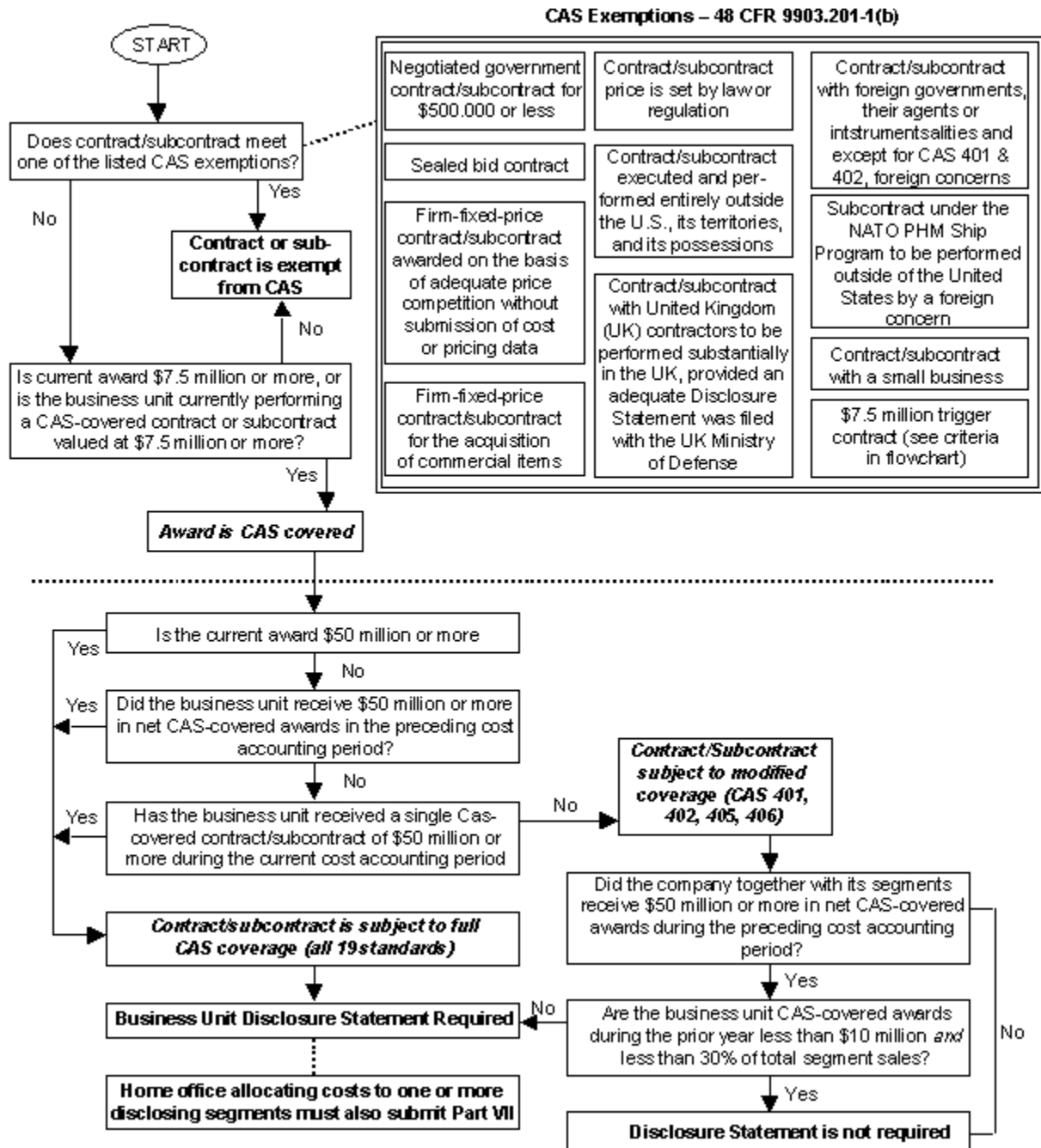
*may or may not apply depending on the successful Offeror's certification at paragraph K-16 "FAR 52.230-1 Cost Accounting Standards Notice and Certification" and will be retained in the solicitation.*

*Figure 8-1-1 -- CAS Coverage and Disclosure Statement Determination*

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Question 304, Reference Draft RFP, Page 312, Paragraph # L.4.5



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Title: For FFP Multi-year Production Quantity (L.4.3.1), FFP Options (L.4.3.1.1), and FFP Program Support (L.4.3.2) Spreadsheets Include

FAR 15.403-3(b) (Requiring information other than cost or pricing data) provides as follows:

(b) *Adequate price competition.* When adequate price competition exists (see 15.403-1(c)(1)), generally no additional information is necessary to determine the reasonableness of price. However, if there are unusual circumstances where it is concluded that additional information is necessary to determine the reasonableness of price, the contracting officer shall, to the maximum extent practicable, obtain the additional information from sources other than the offeror. In addition, the contracting officer may request information to determine the cost realism of competing offers or to evaluate competing approaches.

Contrary to the above FAR provision, section L.4.5. of the RFP requires submission of detailed cost and price information. Accordingly, we have the following questions:

**Question 304A:** Does the government agree that the FMTV award will be made under “adequate price competition” as defined in FAR 15.403-1(c)(1)?

**Answer 304A:** *We anticipate that the contract will be competitively awarded.*

**Question 304B:** If so, will the government delete all or part of section L.4.5., which requires information other than cost or pricing data in excess of that prescribed by the FAR?

**Answer 304B:** No. The “information other than cost and pricing data” is required to complete the Life Cycle Cost portion of the evaluation. Additionally such data is required to perform the evaluation of the proposed estimated costs and ceiling prices to determine that they are reasonable and/or realistic. Additionally, a certain level of such information is needed to evaluate the impact of Engineering Change Proposals.

**Question 304C:**

If the government will not delete section L.4.5. of the RFP, please state the “unusual circumstances” which make such a requirement necessary.

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**Answer 304C:** *The information required in L.4.5 has been streamlined to provide the evaluators the minimum necessary to perform their cost and/or price analysis.*

**Question 304D:** Should the government request information other than cost or pricing data, would it clearly state that, for all purposes (including CAS applicability), the information required is not to be considered cost or pricing data?

**Answer 304D:** *Per FAR 15.401, Definitions: "Information other than cost or pricing data means any type of information that is not required to be certified in accordance with 15.402 and is necessary to determine price reasonableness or cost realism." Accordingly, the Government will not require certification of the data submitted in the proposals for the Phase II contract.*

*However, submission and certification of cost and pricing data may be required in proposals submitted after contract award. In a post-award, non-competitive environment the Contracting Officer must conclude that no exemption exists and the amount exceeds the current dollar threshold for cost and pricing data. Please see FAR 15.403-4 for further details.*

*Regarding CAS applicability, please refer to our answer to question 303.*

**Question 317, Reference: Attachment 1 ATPD Paragraph B.3.1.7; B.4.8; C.3.1.1.7; C.3.1.1.7.1**

**B.3.1.7 Ladder.** A ladder, with stowage hardware and mounting location to access the bed, shall be provided. This ladder shall comply with A-A-52163.

**B.4.8 Ladder Certification/Verification.** During FPVI the contractor shall certify that the Ladder complies with the requirements of A-A-52163. During Quality Conformance Inspection, the ladder shall be checked for stowage and mounting location specified.

**C.3.1.1.7 Steps.** Aluminum steps, and a platform at the top of the steps, for one side door and the rear doors (one set for double rear doors) which conform to all Human Factor and Code of Federal Regulation (CFR) requirements shall be provided. Steps and platform shall be centered, be at least 24 inches (61 cm) wide and shall have a non skid design. Steps and platform shall be readily accessible and stowable by one person and

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shall not be subject to damage during any vehicle operating condition. A means shall be provided in each stairway side member to retain handrails. The handrails shall be installed by one soldier in less than 15 minutes using only on-board, common hand tools. The stairway (except for the handrails) shall not interfere with the opening and closing of the doors. The platform shall be at least as wide as the door opening and deep enough to allow the operator to open the door (from the outside) without having to step off the platform. The ladder shall have a "DANGER" marking warning personnel that the ladder conducts electricity. The side platform and steps shall be interchangeable from road side to curb side. The side platform shall be available as a kit.

C.3.1.1.7.1 Imposed Loads. Ladders shall comply with A-A-52163. Each step shall be capable of withstanding, without damage or permanent set to any of the ladder parts, a 500 pound load centrally applied on the top of the front step member (tread) and perpendicular to the step. This requirement shall be verified with the ladder in service position and a 500 pound load applied separately (not concurrently) on each step. This load shall be concentrated within the area of a 2 inch diameter circle at the midpoint of the step. Maximum vertical deflection shall be not more than .025 inch midway between supports. The handrails shall be capable of supporting, vertically and longitudinally, 3 personnel of 200 lbs. each leaning on the handrails, without any permanent deformation of the handrail, supports or fastenings.

**Question 317A:**

Is it the intent of the customer to continue to require compliance/certification that the Ladder complies with the requirements of A-A-52163 for the dump variant. The dump ladder currently does not match the 9 designs utilized within A-A-52163, from first assessment it is not interchangeable with any of these designs.

**Answer 317A:** *No. The requirement for the dump ladder to comply with A-A-52163 will be removed in the revised specification. Based on the ladder/step discrepancies noted, the requirements for each variant shall be reviewed and the ATPD shall be revised as necessary. In cases where the ATPD differs from the Commercial Item Description A-A-52163 the ATPD shall take precedence.*

**Question 317B:**

Redundant load requirements are listed for the expansible Van steps and ladder loadings . These are below the requirements of ladders designed to A-A-52163. Assuming the expansible Van steps and ladder are matching exactly to A-A-52163, the loads required per the ATPD 2131C are unique to the expansible van. Which load conditions are applicable to justify compliance ?

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**6/24/02**

**Answer 317B:** *N/A. See response to 317A above.*

**Question 317C:**

Spec A-A-52163A LADDERS boarding appears to be a generic ladder/step configuration not best suited to variant specific vehicle design. It does not seem likely that a overall redesign of the current system(s) was intended for response to this rebuy effort. Are TDP configurations of ladders and steps used by the DUMP and expansible Van in current compliance with Spec A-A-52163A LADDERS boarding? Are they acceptable to the government in their current form?

**Answer 317C:** *The ladders for the van and dump are acceptable in their current form. This will be reflected in the revised specification.*

**Question 321, Reference Draft RFP**

Wreckers are scheduled for delivery beginning in Physical Year one (PY 1). Wreckers will be discontinued starting on October of this year. This will mean an approximate three year break in wrecker production which will require a full blown First Article test of the components and wrecker and that will take a considerable amount of time. If this issue is not properly addressed it could seriously impact timely production and delivery of wreckers. The same is true for the dump trucks except on a less complicated scale.

**Revised Answer 321:** *Both wrecker and dump variants require FAT which consists of FPVI, CFAT and PVT. The PVTs have projected dates in Section J, para. F.1. FPVIs are initiated NLT 60 days prior to the start PVT (Section C, para. C.2.5.2.1). CFATs are required to be completed NLT 30 days prior to start of PVT (Section C, para. C.2.5.11.3).*